

AUGUST 2016

The National *Falcon* News

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



1965 Falcon Station Wagon
Joseph Demoruelle
Na'ahelu, Hawaii

ON THE COVER

Aloha Falcon

Kalamazoo to Ka'u...Joseph Demoruelle's (FCA#14018) 1965 Falcon Station Wagon is featured on our August cover. This Fireball Red Metallic car resides in Na'alehu on the Big Island, the youngest and largest of the Hawaiian islands. Located near South Point in the Big Island's Ka'u District, Na'alehu bills itself as the southernmost town in the United States.

There are only a few small shops and eateries in this quaint little town, and charming monkeypod trees that frame some of the town's old plantation homes. Na'alehu means "volcanic ashes" in the Hawaiian language. It is far from being an unsightly remnant of a volcanic eruption. Lush vegetation, green valleys and hills surround the town, and black sand beaches are located nearby.

The Big Island of Hawaii is so big that it can fit all of the other major Hawaiian Islands in its footprint, and boasts miles and miles of beautiful coastlines and beaches. Kilauea, the most active volcano in the world, can also be found there.

Joe says locals and tourists come up to the car and tell him how "their family used to have one" or "a relative of theirs use to haul all the neighborhood kids around to Little League practice." He says, "the car always brings a smile to everyone's face."

Joe and his wagon's story along with additional photos can be found on page 28.

IN THIS ISSUE

- 3 President's Message**
By Cliff McKay
- 4 Falcons Fly Into the Heart of Texas**
By Wally Tirado
- 6 Calendar of Events**
- 7 Did You Know?**
- 8 Rhino Fabrication—Made in the USA** By Dick Harrington
- 12 Identifying FoMoCo Radios**
- 14 Classified Advertising**
- 16 1963 Falcon Futura** By Rod Jaeger
- 20 Car Nuts versus Sports Nuts**
By Tim Cleary
- 22 Chapters Scheduled Meetings**
- 24 You Ask...We Try To Answer**
By Bob Gardner
- 26 FCA Officers**
- 28 Aloha—1965 Falcon Station Wagon** By Joseph Demouruelle
- 30 FCA Members' Advertising**
- 31 How to Advertise in TNFN**
- 31 Index of Advertisers**

Visit Falconclub.com and use password imFCAiwi! to access technical articles.

The
National Falcon News
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be e-mailed to fca.editor@yahoo.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.



Cliff McKay
FCA President

I want to thank and congratulate the Northlands, Raptor, and Lake Michigan Chapters for hosting the 37th National Meet of our Falcon Club of America in the lovely and interesting Wisconsin Dells area. This heartfelt “thank you” goes out to all their team members and any volunteers who helped produce this national event. Of course many of our other chapters made their donations as usual to support this outstanding event as well.

In addition, I want to thank all of our membership for supporting national and regional events with their attendance. As always I really enjoyed meeting and visiting with our many Falconers, both new and old. Remember to watch for additional coverage this December in complete Nationals coverage in *The National Falcon News*.

Next year we will be heading to the Sacramento, California area for our National Meet. Get an early start on planning ahead for making the trek. If you had to miss this year, hopefully you’ll be able to join us next year out west. Don’t forget your gold pan!

Summer is of course the best time of the year for local chapter members to actively be on the lookout for new Falcons and prospective new members. Be sure to invite the folks you meet to join in your local events and see our great Ford cars, trucks and vans. Good fellowship is hard to beat and can be a great recruiting tool, too. Take your kids, grandkids or even your neighbor’s kids to a local car show and encourage future interest in our collectable Falcons.

*“If you had to miss this year
hopefully you’ll be able to join us
next year out west.”*

FCA continues to encourage our membership to assist others who are interested in restoring or acquiring any type of Falcon vehicle of their own. It never hurts to spread the word on our great club and the incredible resources that are available to new members.

Our great FCA website continues to be updated and approved. Now it’s even easier to join or renew your membership now through the web. It is very convenient to pay your dues using Paypal via our site. I would again like to both thank and congratulate our internet team of Wally Tirado, Jeff Thomas, and Dee Bowes! They have made the website a popular place to visit and an easier site to maneuver.

Don’t forget to make plans to attend one or all of the FCA Regional Meets scheduled for this coming fall—August 19–20 in Sturbridge, Massachusetts; September 30–October 1 in Kannapolis, North Carolina; October 7–8 in Rancho Cordova, California. Sorry if I missed any others.

Take care of one another and remember that each day is indeed a gift to be enjoyed and shared with others. May God bless. Hope your summer of 2016 is fun and enjoyable for your entire family. Enjoy taking those birds out flyin’ safely down America’s highways again. Myself, I can hardly wait for fall of 2016 and the upcoming great car shows in my area.

—Cliff McKay (FCA #7987)
Peck, Kansas



Panorama image of show field. Photo by Wally Tirado.

FALCONS FLY



Drone footage shot of show field.
Photo by Jake Sposato.



Attendees anxiously await some Texas food at Farewell Dinner. Photo by Todd Gaudin.



Swap meet area found many buyers. Photo by Billy Pope.



That's a good looking show field.
Photo by Billy Pope.

INTO THE HEART OF TEXAS

*Cruise to Farewell Dinner.
Photo by Billy Pope.*

Weather was absolutely perfect for the Falcons that attended the Heart of Texas Spring Regional Show April 15-16, 2016. The show was held at the NYLO Hotel-Las Colinas, in Irving Texas. The event had an outstanding turnout with sixty Falcons. States represented at the regional were North Carolina, Missouri, Kansas, Arkansas, Oklahoma and of course, Texas.

Many Falcons began to arrive as early as Thursday evening. On Friday, many attendees cruised to the Gas Monkey Bar & Grill for lunch, while others attended a number of other recommended

local attractions. Craftec Covers provided a demonstration on both Friday and Saturday of an installation of their Ranchero bed covers. Swap spaces on site displayed a wide array of parts for sale. A catered lunch was available poolside on Saturday.

Following lunch, raffle winners and show awards were announced. The regional wrapped up on Saturday evening with a casual farewell dinner at a local steakhouse for fellowship and comradery.

Many first time FCA event attendees commented they would definitely attend another.

Top 15 Awards in no particular order are: Jack Ellis' 1965 hardtop; Phillip Nelson's 1963 convertible; Russ Welty's 1965 Squire; Ricky McClendon's 1963 convertible; Troy Syvro's 1963 Sprint convertible; Glen Moyer's 1965 hardtop; Robby Sutton's 1964 convertible; Rodney Love's 1962 Ranchero; Gary Brubaker's 1965 Ranchero; Jim Ward's 1964 hardtop; Andrew Brown's 1963 two door sedan; Tom Umlauf's 1965 Ranchero; Jeff Jennings' 1961 two door sedan; Gray Skinner's 1964 hardtop; Liz Alvord's 1967 wagon.

—Continued on page 12

*Attendees
await raffle
winners and
show awards
Photo by
Billy Pope.*

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CALENDAR OF EVENTS

AUGUST 19-20, 2016

**18TH ANNUAL NORTHEAST CHAPTER
REGIONAL FALCON MEET
STURBRIDGE, MASSACHUSETTS**

Hosted by Northeast Chapter. Use form in this issue to register.

SEPTEMBER 30-OCTOBER 1, 2016

**CAROLINA'S CHAPTER
12TH REGIONAL MEET
KANNAPOLIS, NORTH CAROLINA**

Hosted by Carolinas Chapter.
Use form in this issue to register.

OCTOBER 7-8, 2016

**26TH ANNUAL PACIFIC REGIONAL
RANCHO CORDOVA, CALIFORNIA**

Hosted by River City Chapter.
Registration information can be found
online at westcoastfalcons.com.

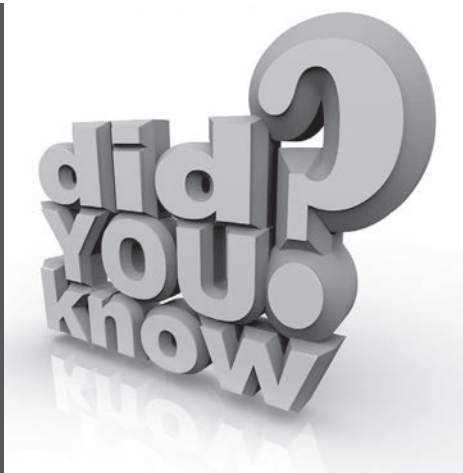
JULY 12-15, 2017

**FALCON CLUB OF AMERICA
2017 NATIONAL CONVENTION
SACRAMENTO, CALIFORNIA**

Hosted by Pacific Region Chapters of the
Falcon Club of America.

If you are hosting a Falcon event,
please send your event information to
fca.editor@yahoo.com for the magazine
and to admin@falconclub.com for
inclusion on the website.





Remember the 1960s?

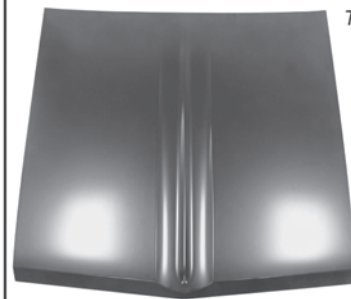
1. Who wrote the classic novel, To Kill a Mockingbird in 1960?
2. What was the highest grossing film of the 1960's?
3. Who murdered Dr. Martin Luther King Jr. on April 4th, 1968?
4. Who wrote and published the classic novel, Catch-22 in 1961?
5. In what year were Touch-Tone telephones introduced?
6. What well-known board game made its modern day version debut in 1960?
7. Where were the 1964 Summer Olympics held?
8. Who wrote in 1965 Unsafe at Any Speed: The Designed-In Dangers of the American Automobile accusing car manufacturers of refusing safety features?
9. One of the first known computer video games was invented in 1962. What was it called?
10. What year did Elvis Presley return to civilian life after spending two years away in the U.S. Army?
11. What science fiction TV series created by Gene Roddenberry made its debut in 1966?
12. What two musical artists/groups had the most number one hits in the 1960s.

Answers can be found on page 23.

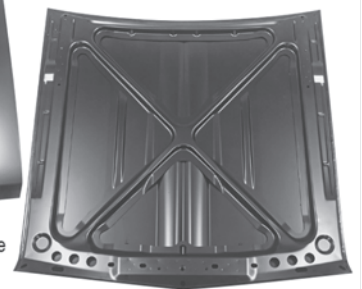


The Wisconsin Dells provided some beautiful scenery for sight-seeing in our Nationals free time.

NEW 64-65 FALCON HOOD



Top View



Bottom View

This is an excellent reproduction of the Falcon hood with fine bolt threads.

Measures 48¼" × 45½".

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RHINO FABRICATION



For last year's Falcon Nationals in Warwick, Rhode Island, manufacturers and vendors were

approached about donating items for the raffle event. Vendors are usually somewhat hesitant to donate, but one vendor was not only generous, but also happy to assist. Rhino Fabrication donated kick panels, dash pads, radiator shrouds and convertible seat shields that were all made in the USA. Rhino Fabrication is a father (Tim) and son (Chase) company *dedicated to the design and production of superior interior components for Falcons*. Tim and Chase are the company, they design, build the molds, manufacture the products, ship, vend at car shows, answer the phone and everything else required to run the business.

When I asked for a donation, a relationship was quickly established and kick panels,

console inserts and a dash pad were forwarded to me to demonstrate their quality of fit and finish. The first item I test fitted was a console insert for 1961–63 Falcons. It fit well except for one screw hole where the latch catch attaches. I emailed pictures of the slight misfit and a few days later another console insert was at my mail box. This fit perfectly. How many vendors/manufacturers respond that quickly?

Rhino manufactures kick panels for each generation group of Falcons; 1960–63, 1964–65 and 1966–70, not one size fits all. I fit a pair of kick panels to my 1963 Sprint hardtop just prior to heading to Warwick for the Nationals, the fit was much closer than the aftermarket ones I removed and they were thicker so they stay flat when fastened. Minor trimming around the lower corner of the dash board was all that was required to get a perfect fit.

A couple years ago I reupholstered a pair of 1965 Falcon convertible bucket seats. New lower side skirts were ordered from another supplier and they did not fit at the rear of the seats. I made contact with the supplier and the poor fit had never been brought to their attention. Tim had sent me a set of his to test fit and they were similar to the ones that also did not fit. All of the misfits were because the reproduction molds were all based upon 1961–62 Falcon Futura seats. Tim went to work on the issue and if you check out their website you will see a description of five different side skirts.



1960–63 dash pad fit is exceptional, note the extra material at the base of the A-pillar.



Chase, Rhino Fabrication's Production Manager hangs PVC skins after thermal forming. These skins will be inserted into a vacuum chamber in preparation for the application of urethane foam. Skins are dash pads for 1960–62 Galaxie, 1960 Edsel, 1962–65 Fairlane, and 1962–63 Meteor.





1960–63 Falcon Ranchero dash pad after initial trim process with attention to the inspection of fitment to an actual metal dash shell removed from a donor vehicle. This particular shell is an NOS shell acquired through a Canadian customer. Note the absence of any pinch welds along the forward edge. This shell from a 1962 has never been installed in a vehicle.

1960–63 Falcon, Ranchero dash pads on the curing racks awaiting packaging.



Rhino is correcting the issue that existed for many years. Seat shields for 1961–62 Falcons / Comets are not the same as 1963–65 Falcon convertibles.

Their 1960–63 dash pads are also a significant improvement over what was previously available. Rhino's dash pad has extra material on each edge, near the door, so there are no gaps when the metal end caps are installed. Fit everywhere else is also exceptional. Tim went the extra mile to actually purchase dash boards from parted out Falcons—as well as other vehicles they produce products for—so they can check the fit. Tim also has a collection of original parts that they can make comparisons to. This assists them in answering questions for their customers.

When you make a purchase from Rhino Fabrication you can expect, quality products, superior packaging and your items will be shipped quickly. After you receive your item, if you have questions, call Tim or Chase at 541-480-5526.

—Dick Harrington (FCA #12563)
Delhi, New York



Tim removes the tooling plug from the foaming operation. The pad then travels to the trim fixture for inspection and trimming. At the trim station excess foam is removed and initial fitment is accomplished. Surface areas are leveled to aid the installer in the final application.



Tim trims the flash off the 1960–63 Falcon kick panels. The panels then travel to the CNC router for precise trimming. After hand deburring, all panels are again inspected, cleaned and packaged for shipment.



Identifying FoMoCo Radios

Though the following information is primarily geared toward mid-1960s Ford/Lincoln-Mercury radios, this coding system was employed on all Ford/L-M units from the 1961 through early 1969 model years. Bendix AM/FM radios continued employing this system through 1972.

All original Ford sound equipment installed prior to 1969 was clearly marked with a four or five character code identifying the model year, manufacturer and

intended application. Following this was a four-to-six digit serial number for the radio—NOT related to the VIN.

These markings will be found as approximately quarter inch characters, stamped into the side or back of the radio chassis. Though they bear some resemblance to part numbers, they were in fact quite unique, as the following table reveals:

Character #1: Radio Type	Character #2: Model Year	Character #3: Sound Type	Character #4: Manufacturer	Character #5: Model Application	Character #6: Speaker Configuration/ Additional Info
BLANK=AM D= Underdash "Hump" Mounted* F= AM/FM T = 8-track including AM/8-track * 1968-69 only	Last digit of model year	BLANK=8-track* T=Transistor Radio S=Stereo 8-track or AM/8-track *1968 and up	B=Bendix M=Motorola P=Philco	C=Continental D=Falcon E=Comet F=Galaxie G=Comet H=Hang-on Tape Player L=Lincoln M=Mercury—full size O=Fairlane S=Thunderbird T=Truck U=Econoline Van V=Lincoln W=Cougar Y=Meteor Z=Mustang	BLANK=Front only F=Fader for front/rear speakers(s) L=Truck* M=Truck* U=Econoline* *1968-70 truck only
EXAMPLES: 5TPD = 1965 Falcon AM by Philco 5TMZ = 1965 Mustang AM by Motorola T7SMH/F = 1967 Universal Hang-on 8-track by Motorola					

The first AM/FM stereo radios appeared in 1968 models. Earlier radios were Mono, advertised as “life-like high fidelity” coming through the trusty dash speaker.

Have you ever wondered what those little triangles were on the older radio dials? Those marks were used as a method of emergency broadcasting to the public to allow continuous broadcast of civil defense information during the Cold War. Control of Electromagnetic Radiation or CONELRAD marks were mandated on all US-made AM radios produced after 1953. The Bendix 4TBZ was electronically identical to the Falcon 4TBD, but featured an updated dial free of the CONELRAD marks. CONELRAD was later replaced by the Emergency Broadcast System on August 5, 1963. This decision came too late for design changes to new 1964 sets. All 1964½ to 1966 Mustang AM models featured the chromed pot metal volume and tuning knobs while

CD Mark symbols, generally shown as simple white triangles, were on most radios sold in the U.S. at the 640 kHz and 1240 kHz frequency points, to help listeners find the CONELRAD stations.



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the Falcon version used black plastic ones. After 1966, factory-installed AM radios were generally supplied by Philco, AM/FM units by Bendix and eight-track players by Motorola.

Although 1967 Bendix radios were not stereo units, they were stereo-capable. They featured a seven pin connector where the optional "mating stereo adapter" could be attached. They weren't exactly compact as the hang-on unit was only slightly smaller than the underdash eight-track it closely resembled.

The Manufacturer's Code and Radio Serial Number appeared to have been stamped first, possible by the manufacturer, while the other characters were added later, perhaps once a specific application was determined. The radio's serial number related to the vehicle's consecutive number only in the fact that most cars were purchased with radios; the numbers tended to be close. As a result, a vehicle should not have had a radio serialized higher than its consecutive unit number, but it could have happened if the cars was produced early in the model year.

The table shown on the previous page is by no means all-inclusive and as noted, it appears to have been many exceptions and deviations to the general radio coding methods. There is however, some information that can hopefully be gleaned when restoring your Falcons.

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FALCONS FLY INTO THE HEART OF TEXAS

—Continued from page 5

Other award winners were:

Top “Non” Falcon:

Jake Sposato’s 1974 Australian Falcon XB

Diamond in the Rough:

Jordan Mixon’s 1961 two door Sport sedan

Ladies’ Choice:

Don Martin’s 1964 convertible

Oldest Falcon:

Tammy Pope’s 1960 two door sedan

Furthest Driven: Jack Ellis, 539 miles

Best of Show—Modified:

Don Martin’s 1964 convertible

Best of Show—Stock:

Tammy Pope’s 1960 two door sedan



A group of Falcon lovers are found elaxing during the show. Photo by Billy Pope.

To see more images of the event visit hotfalcons.org/2016regional.

—Wally Tirado, FCA Internet Director (FCA #7007)
Plano, Texas



Above: Don Martin’s 1964 Futura convertible, winner of Ladies’ Choice Award and Best of Show—Modified. Photo by Ricky McClendon.

Below: Tammy Pope’s 1960 Sedan, Winner of Oldest Falcon Award and Best of Show—Stock. Photo by Billy Pope.



*Photo by
Andrew Brown.*



“He just couldn’t bear to leave the show field.” Photo by Gary Brubaker.

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1961 Ford Falcon Sedan Delivery VIN. Fuel Injected Cobra Mustang 347 CID, Cobra Intake, SVO Heads, headers, plumbed for Nitrous, but never used by me. Tremec 3650 five speed, power disc brakes, and sprint steering wheel, SVO Mustang bucket seats, original console, Cal-Tracs 90/10 shocks and traction control), Optima battery, three point seat belts, and Ford 9" 31 spline braced rearend with 4.11 posi. Contact Bryce Langley, 918-688-9178 or brdvpra@gmail.com. Asking \$20,000. Tulsa, OK. 160804

1961 Falcon two door rust free car with Sprint interior, independent front suspension (IFS), 11 inch front disc brakes, Tremec five speed floor shift. Powered by a rebuilt 302 Ford engine. Some of the upgrades include Dolphin gauges, iPod radio, Champion Radiator, dual master cylinder, new tank, shocks, exhaust, headers, six blade fan, nice heater, LED taillights, tribar headlamps and a zillion other improvements. Car is white repaint with red interior. Asking \$14,500. Contact Clyde at archie350@frontier.com. WV. 16052



1962 Falcon Futura 170 CI six cylinder, two speed automatic, bucket seats, console. Corinthian exterior, tan interior, very clean, rust free body. Nice overall appearance, 49,000 miles. Asking \$9,500. For more information, call Jim, 724-650-4015. PA. 16053



1962 Ford Falcon Squire Wagon with great white patina. Lots of new parts on a solid body. Small amount of rust around rear quarters. I have patch panels to fix.

New 302, C4, eight inch Maverick rear, 16s and 17s Wheel Vintiques smoothies. Rod and custom IFS, R and C4 bar rear. Coil overs. PS, PB, tilt, new tan interior. 4,000 miles on build. Resto mod. Drives great. Clear Ohio title. More info upon request. \$13,900 or best reasonable offer. Danny Barnhouse, dbarnhd@yahoo.com, 740-586-3426. Zanesville, OH. 16079

1963 Futura convertible, black body and top with red interior. Completely restored and modified 289 high performance, five speed, less than 2,000 miles. \$14,500. Contact Charlie, 706-263-6654 or kessler3806@bellsouth.net. TN. 16054

1963 Falcon Futura convertible, \$12K body restoration eight years ago. Six cylinder automatic, white with black top. Good original green interior. Wing window needs lock as door handle pops off. Indoor storage no longer available. Good tires and brakes. Drive it home from Columbus, Ohio. \$12,500 OBO. Bob Peterson, 614-563-3357. OH. 16051



1963 Futura convertible, red body and interior with a white top, 99% rust free, 260 V-8 and three speed manual floor shift. Interior is new. Car has a new clutch, alum. radiator, and rebuilt carburetor. Runs and drives very well and sounds great. \$10,000. Paul Baines, wpb@comcast.net or 509-995-8647. WA. 16073

1964 Falcon Sprint V-8 convertible. Pictures upon request. Three speed, bench seat. Restored 15 years ago. Valued at \$17,500. Call Dave Larkin at 218-407-0690. MN. 160813

1964 Falcon Sedan Delivery Clone Pro Street. 289 V-8 bored .030 over. Demon Carburetor. C4 transmission. Ceramic coated headers with x-pipe and side exit exhaust. Shock towers removed. Adjustable coil over shocks. Tubbed. 9" rear end with caltracs bars. Show or cruiser. \$24,000 OBO. Jeff Long, 316-706-6199 or lhelmet@yahoo.com. KS. 160805

1964 Sprint hardtop featured in Ray Miller's book *FALCONS!* 302, Comp cam, aluminum heads, tripower, MSD ignition. Also includes the complete original 260 engine. \$29,500. Kenneth Treiber, 417-679-9937. MO. 16061

1965 Ranchero, runs good, new upholstery, new paint, new interior, \$4,000. 1965 Ranchero, runs, good body, needs floor pans, \$1,500. 1965 Mercury Caliente, real good body, have all parts, ready to re-assemble, \$3,500. Call Bob at 805-683-3550. TX. 160814

1965 Falcon Futura in excellent condition. Original owner. Wimbledon White with red interior. Two door sedan. 200 CID, C4 transmission. Rebuilt engine with approximately 2,500 miles. Replaced radiator, carburetor, ignition coil, front springs, new gas tank, new trunk mat, new flooring, new carpeting, New upholstery front bench seating. \$6,500 OBO. Bill Smith, sonata02@columbus.rr.com. OH. 16075



1964 Sprint V-8 convertible. Professionally restored, three-speed transmission with bench seat. More pictures available upon request. \$17,500. Contact Dave at 218-407-0690 or adlarkin@paulbunyan.net. 16061



1965 Falcon hardtop, highly modified 250/six engine with three Webers on Australian cylinder head. T-10 four speed, disc brakes, new paint and interior with bucket seats, stn. stl. exhaust, solid North Carolina body, lots of spares and all paperwork, \$17,500 OBO. Contact Bill at wonorcutt@comcast.net or 724-942,4877 for specs and pictures. PA. 160815.



1965 Ford Sprint, maroon exterior and black interior. Professional restored, four-speed transmission, V-8 engine. The car only has 3,000 miles on it and has never been in the rain. It has been stored in a climate-controlled garage. It is in great condition. Asking \$25,900. For more information please contact Michael at 401-573-1959 or Michaela@airhartelectric.com. RI. 160813

1965 Futura convertible, 200 C4, older restoration, but looks good; Rangoon Red paint, with black interior, lots of recent mechanical work and great cruiser; \$12,995. 1965 Ranchero, 302 three speed; great body, needs total restoration, good running 302 included, \$3,500. 1964 Futura convertible, 200 C4, good runner, mechanically sound, Guardsman Blue, driver quality paint, needs interior, \$9,995. 1964 Futura Hardtop, 260 three speed, but we have a T-10 or Toploader for it, with the blank column, mount, and floor cover. It needs total restoration, but will look great with red paint and black interior \$3,995. 1963 four door Deluxe, 170 three speed, OEM A/C, runs good, but has been sitting, floor rust, but complete, \$1,995; 1965 Comet 404 four door; 289 C4, PS, yellow /tan interior, was a grandma car, shows 120K miles, and we have all the receipts from 1965. Ran well but has been sitting so needs brakes/fuel system work; it will be nice and it is complete; \$2,500. Detailed pictures upon request. Contact Lenny Kellogg, lenkellogg@lpbroadband.net or 970-593-1964. Visit us at kelloggsgarage.com. CO. 160803



1965 Ford Futura two door hardtop, 289 CID V-8 engine with four speed transmission. Original bench front and rear seat, glass and interior in good condition. New radiator, new fuel pump, new clutch, new Dual master cylinder, new raised white letter radial tires with 15" wheels, Ford wire 15" spinner hubcaps. New dual exhaust system, new brakes, body in good condition, new uninstalled headliner material, new trunk mat with uninstalled spare tire cover new heater core, installed new front and back seat belts, original uninstalled foot operated windshield washer unit, aftermarket Roberk under dash uninstalled emergency flasher unit. Car runs good, originally a New Mexico car. Asking \$6,500 OBO. All reasonable offers considered. Joe Lewis, 313-467-9290 (cell) or 313-533-0203 (home) or glewis2@mi.rr.com. MI. 16068

1965 Falcon Futura convertible that has been taken apart for restoration. With correct 289 V-8 four speed, it is 90% complete. Easy restoration. Many new parts. Complete 1965 Futura two door sedan parts car comes with it. Both cars, \$3,500. Douglas, 575-478-2274 or 575-693-1908, canoenut46@hotmail.com. 16071

—Continued on page 18

Rog Jaeger's 1963 Falcon Futura

This teacher's car gets an A+.



I have owned this 1963 Falcon Futura Tudor sedan since 1994. While it was my college car and daily driver, it was mostly original, maroon and white, 144 straight six with a two speed Ford-O-Matic. In 1999, I decided I was driving it into the ground and started garaging it until I could afford to start building it into the car I wanted it to be. About the only upgrade that was done to it at that point was the polygraphite suspension kit.

While it was garaged, I replaced the rusty floors and sent the seats out to be re-upholstered. In 2001, I was lucky enough to know someone who had just rolled their 1978 Granada and was willing to sell me their drivetrain and front disc brakes. As a middle school teacher with limited mechanical experience, I did the brake and suspension work, then decided to pay someone else to inspect and install the engine and

transmission. The American Racing Torque Thrust D wheels were the only wheels I wanted for this car. It had to be trailered to her first Falcon National in Kansas City in 2004 due to a bad fuel pump.

Since then, I started using the tip money I earned from DJing wedding receptions to take care of bits and pieces as I could afford them. Most of the interior has been replaced or repainted with the exception of the arm rests. I found a body man that worked for one of the premium car restoration shops that was willing to replace the rear rocker panels and wrap the car in black vinyl primer in his own shop. I've hand polished all the bent-up and pitted chrome to add to the contrast you see now.

This car is far from a trailer queen; it gets driven everywhere. It was driven to the 2014 Falcon Nationals in Kansas City and completed the 600 mile NRCA Tour



"This car is far from a trailer queen; it gets driven everywhere."



Nebraska in 2015 with no complaints. It's not uncommon to see it with the BMX racing bikes strapped to the back while taking my boys to racing. I plan to drive it in Tour Nebraska again this year as well as to the 2016 Falcon Nationals in Wisconsin Dells.

This is most likely how the car will look for several more years now. After 13 years of spending too many weekends away from my family and a back injury as a result of the job, I quit DJing weddings. I thought I had enough money put aside to have someone paint the car, but fell short. A teacher's paycheck and a very active family doesn't leave much to set aside for the "wants" in life. This car may never be "finished," but it will be driven and loved. Its story may have never been shared if I'd waited until it was painted.

—Roger Jaeger (FCA #6617)
Bellevue, Nebraska

1963 Futura Tudor Sedan

- 1978 Granada 302 with K&N Filtertop breather, Summit Racing HEI, Taylor wires, and NGK plugs make it go.
- 1978 Granada C-4 with B&M Starshifter handle the gears.
- 1978 Granada front disc brakes and master cylinder make it stop.
- Narrowed 1977 Thunderbird 9" rear end enable the wheels fit.
- Dual exhaust with Boss Turbo mufflers make it sound good.
- PST polygraphite suspension kit with custom adjusting sleeve mount Granada tie rod outers to Falcon inners to make it turn.
- 15x6 ARE Torque Thrust D wheels with 205/65R15 Dunlap GT Qualifier tires grip the road.
- Recovered seats, new carpets, and door panels make it comfortable to drive.



1966 Ranchero, red with red and white interior. 200 CI six cylinder, three speed stick. Mechanically sound, good driver condition and overall appearance. Was on the cover of the April 2011 edition of the FCA newsletter. Spare NOS and used parts are included. Call Alex, 815-690-2635. \$8,500 OBO. Brookfield, IL. 160805

1965 Futura hardtop, \$1,200. 1965 Sprint with hood scoop \$3,000. 1965 Futura hardtop, \$800. 1965 Futura convertible, four speed, \$2,000. 1964 Futura hardtop bare body in primer on rolling chassis, \$4,000. 1964 convertible parts car, \$500. 1964 Futura convertible, \$1,500. 1964 Futura convertible, \$1,000. 1964 Sprint 289 V-8 with headers and floor shifter, \$2,500. 1964 Futura hardtop with Comet dash and 302 V-8 three speed, \$2,500. 1963 sedan 200 six cylinder, \$3,500. 1963 Deluxe station wagon, \$2,500. JL Branson, 4097 Hwy T, Marthasville, MO 63357. Call 636-228-4501 or email jlwbranson@mail.win.org. MO 16077

1965 Futura convertible, engine and transmission are good, as well as some body parts. Located in Beggs. Ron Whitney, 918-948-2997 or ron.whitney68@yahoo.com. OK. 16056

FALCONS WANTED

1967, 1968, 1969, 1970, or 1970½ Ford Falcon Station Wagon. I'm looking to buy something that is in driveable condition needing NO body work or floor pan repair. Mostly rust free with small issues okay. Mechanical issues are no problem as long as they aren't overly major. If any body work or floor pan repair has been done previously, I would need to know. Engine and transmission are not important. Six cylinder or V-8 manual or automatic transmission would be acceptable. Distance to travel to purchase such a vehicle may be a concern but not a big deal. If anyone has such to sell, I would like to know the best selling price, and the overall condition of the exterior, interior, and drive train. Contact Bob, GreedyMite@hotmail.com or by phone at 716-735-7547. NY.

I'm looking to purchase a 63½ Sprint hardtop in unmolested ORIGINAL condition. Ideal car will have original 260 V-8, four speed, and power steering. Budget not to exceed \$30K. A project is okay as long as there's not a lot of metal work that needs to be done. Call or email John at 408-628-7397 or jlissandrello@msn.com. CA. 160728

1963 Falcon Futura convertible in red with red interior. Must be in good condition inside and out. Criostoir O. Mordha, 011-353-87-9214413 or C17073@yahoo.com. Ireland.

PARTS FOR SALE

Parting 1960-65 Falcons. All parts available. Call Steve at 360-430-0143 with your needs. WA. 160802

30 year collection includes 1964-65 Ranchero or Mercury Comet power tailgate with window, \$350. Lots of chrome for 1964-65 Falcons, 1963-65 Falcon or Comet power steering setup, \$275. 1964-65 taillights and housing. Gas caps for station wagons, Rancheros and Comets. Many more parts. Bob, 806-683-2550. TX.

Boss 1969 Mustang rear deck wing, three speed and four speed V-8 transmission out of 1964 Ranchero new in box, exhaust manifold for 144 cubic inch part C-3079430-A. Four non-Sprint fuel disc hubcaps, four Sprint 13" in good condition. Four new in boxes taillight lens, padded dash S.S. strip for 1964-65; very good grille and headlight doors for 1964. New chrome door handles in boxes, bumper for 1964-65 with brackets, not bent or ripped, needs chrome. Make offer for all. WILL NOT MAIL OR DELIVER. Call Bill Frederick, 609-420-3441. Located at 19 East Ave., Swedesboro, NJ 08085. 16072

1966-70 Falcon Wagon tailgate cranks with keys, single action gate, good used to NOS \$165 to \$300. 1966-70 Sport Coupe vinyl top trim two pieces, rare, good driver quality, \$125 for the set. Econoline horn buttons, \$35 each. 1964-65 horn buttons, nice chrome, \$25-30 each. 1963 taillight lens, one pair, with backups, Glo-Brite, NORS, \$80 for the pair. NOS parklight lens, 1960 pairs, \$40; 1962-63 clear, \$40; amber, \$25; 1966-67, \$75. 1964 Futura horn rings, driver quality to very nice, \$60-\$175; 1963-64 Sprint horn ring, nice driver quality, \$60. 1964 NOS taillight lens, no backups, \$80 a pair; 1970½ Falcon dash cluster complete, \$100, shows 28K miles; 1960-63 Comet dash clusters, one early, one late, very nice chrome, \$195; 1962-63 Futura 13" wheel covers, \$40-\$100. 1962 Futura front fender spears, good driver quality chrome, \$300 per pair; 1963 Futura/Sprint front fender spears. excellent survivors, \$425 per pair. New six cylinder header set, fits a 1966-70 engine bay, \$395; four bbl manifolds OEM Ford, C6OE, \$125 (2), C4OE \$395. 1964-65 Squire trim, four complete doors, two complete quarter panel trim, one RF fender trim, one excellent steel Squire fender; no tailgate trim, \$495 for all. We have a 30+ year collection of Falcon and Comet parts; please call or email with your needs. Lenny Kellogg, lenkellogg@lpbroadband.net or 970-593-1964. Visit us at kelloggsgarage.com. CO. 160803

Don Branson's 35 year collection of good used parts for 1960-69. Hoods, \$75; doors, \$75; grilles, \$150-\$800. Headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. JL Branson, 4097 Hwy T, Marthasville, MO 63357, 636-228-4501 or jlwbranson@mail.win.org. MO. 16077

NOS parts: C0DZ-3A130-A outer tie rod, \$35. C0DZ-3352-B steering arm and bushing, \$75. C0DR-7A039-B trans. ext. assembly, \$75. C0DF-11654-C headlamp switch, \$45. C0DF-7A217-A trans. control switch and wire assembly, \$15. C0DZ-7210-B shift selector lever, \$55. Many more parts available. Keith Litteken, 314-480-2556 or kslitteken@aol.com, MO. 160811

Original 289 chrome valve covers, fair condition, \$50. Many cast iron 289/302 four bbl. intakes, \$250 each. 351 with iron intake, \$250. Drivers side 351C four bbl. exhaust manifolds, \$200 each. Have right sides; they have cracks. Original "Shelby" lettered 289 aluminum intake, \$550. Shipping extra. John Simone, 413-527-8502. MA. 16060

1960 NOS Falcon grille, \$199. 1963-65 NOS Falcon grilles and headlight assembly, \$1,599. 1964-65 Falcon Sprint California air cleaner with PCV tube on top of air cleaner, \$499. 1964-65 Falcon/Comet hardtop, Ranchero, Wagon, new gold carpets, front and back, \$119. 1964-65 Falcon taillight buckets, good condition, \$45. 1963 Falcon front fender spears, good condition, \$100. 1963 Falcon fender top ornaments, \$100. 1963 Falcon radio delete, \$195. 1964 Falcon radio delete, \$195. 1963 NOS Falcon exhaust bracket, part #C3DZ-5260-A, \$55. 1962-63 NOS cowl top, \$275. 1965 NOS Falcon Ranchero/Station Wagon Deluxe gas cap, \$229. 1963-65 Falcon/Comet four speed shifter, \$195. 1964-65 Falcon/Comet top loader shifter box with linkage, \$355. 1963 Falcon hood ornament, re-chromed, \$199. 1963 Falcon hood ornament, black wrinkle powder coated, \$155. 1963/1964-65 Falcon six cylinder valve cover, black wrinkle powder coated, \$140. 1963-65 Falcon AC under dash unit with brackets, condenser, dryer, filter, \$399. More NOS and used Falcon parts available. Call Vic Falcone, 518-355-7756 or vffalcon64@aol.com. NY. 16067

New 1965 Falcon rear trunk trim. Billet aluminum and triple plated just like original in every way. Very limited number of these. \$795 with detailed letters and surround. \$695 without. \$40 to ship to lower 48 states. Todd, 704-502-9341 or toddsclocks@earthlink.net. NC. 16062

Four silver-painted Mustang/Torino wheels, circa 1968. Five bolt, 14" x 6". Very good condition. Original paint. No chrome trim. They're heavy to ship, so pick up only. \$125. George, ghaynesTR4@aol.com. NY. 16064

PARTS WANTED

1964-65 clear front windshield for a hardtop or convertible Falcon. I will travel a 200 mile radius from Detroit, Michigan to pickup windshield. Call Ken, 586-322-6236, Eastern Time Zone. MI. 1608018

Self-regulating electric clock (C2DZ-15A000-A) in good condition for my 1963 Falcon Sprint. Need clock, bracket and all the wiring. Call or email John at 408-628-7397 or jlissandrello@msn.com. CA. 160818

Looking for Rally Wheel/Styled Steel wheel center caps with early design. The early design featured the Ford crest with a gold background, not red. PRO made reproductions of the gold but could not find a market for them. Please let me know if anyone has any leads on the excess stock of repos or originals in nice shape for sale. Sam Austin, 406-239-3176, 289sprint@gmail.com. MT. 16069

I am looking for 1965 Falcon Ranchero headliner bows. Dave, dlcoffelt@cableone.net. ID.

1963-65 V-8 four speed floor hump and shifter assembly complete without handle. Steve, 360-430-1043. WA.

1963 Falcon Delux two door wagon parts. They must be in excellent condition either NOS or used: front bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges etc. Keith Litteken, 11394 Revere Ln., St. Louis MO 63128-1416. 314-480-2556 or kslitteken@aol.com. MO. 160811

Wanted: 1962-63 top fender emblems: I have four NOS right side and need to buy, sell, or trade for left side in NOS condition. Call 970-593-1964 or email Lenny Kellogg at lenkellogg@lpbroadband.net or 970-593-1964. CO. 160803

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CAR NUTS



versus

By Tim Cleary

There are a number of afflictions that can affect the male species. Two of the most common are the overactive attention to old cars and sports. Many of the people in our car club could very likely be classified as car nuts.

I also have many friends who are among the group of US males who love and obsess over sports. I have noticed that there is not of overlap in these two groups.

I am obsessed with both and so I notice when there is a gap of interest in one of the areas of interest and discussion. I have noticed that most of my "car buddies" do not like or follow sports. Maybe that is old Mother Nature kicking in to prevent time waste overload on her beloved male species, or maybe there is just so much free time available that can be frittered away on crazy fun stuff like this. Web MD lists these as some symptoms.

SPORTS NUTS



First, let's talk about Car Nuts:

- ☐ You have one or more antique vehicle. add two points for each inoperable vehicle.
- ☐ You subscribe to car hobby magazines.
- ☐ You attend at least three car shows a year.
- ☐ You exhibit in car shows.
- ☐ You have repaired your car on the side of the road.
- ☐ You own a set of ramps and floor jacks.
- ☐ When a huge fire or volcano is shown on TV you think of the loss of cars.
- ☐ You have car buddies. That is the only reason you know them and talk to them.
- ☐ You go to the junk yard at least once a month.
- ☐ You go to the junk yard even though you don't need anything—just to look around!
- ☐ You get antsy if you go somewhere where there is no car stuff and no car people. After three days, you are completely nuts. (I once went to a junk yard twice while we were at the Outer Banks.)
- ☐ You turn off movies when flipping channels if they are set in a time without cars.
- ☐ You turn off movies if they have too much inside action and no scenes outdoors with cars.
- ☐ You will watch terrible movies if they have good car scenes.
- ☐ You look at Craigs list every day at your favorite cars even though you have no intention of buying one, and in fact are on strict orders not to buy one.
- ☐ When you go to the beach, or the Grand Canyon, or Hoover dam, you find yourself looking at cars instead of the site.
- ☐ Your wife knows more about your favorite car than the editor of a car magazine, just from osmosis.
- ☐ You remember the dates of weddings and births by the car you took there or saw there.
- ☐ You remember old television shows most by the automobile company that sponsored the show.
- ☐ You can remember all your old cars, but not all of your girlfriends.
- ☐ You sometimes sit at Home Depot just to watch the cars and trucks being loaded.

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|--|---|--|
| <input type="checkbox"/> You have a favorite college team. | <input type="checkbox"/> You are relieved to hear a sports argument that does not involve your team so you can just enjoy it. | <input type="checkbox"/> You envy people who don't have a team. |
| <input type="checkbox"/> You have a favorite pro team. | <input type="checkbox"/> You bet on your team to heighten the excitement. | <input type="checkbox"/> Your car has a sticker or license plate for your team. |
| <input type="checkbox"/> Everyone you know is aware of your favorite team. | <input type="checkbox"/> You bet against your team so you can diminish the anguish of a loss. | <input type="checkbox"/> You are sure a back up player on the team could save the team. |
| <input type="checkbox"/> You have traveled to a distant location to watch your team play. | <input type="checkbox"/> Your team affiliation is complicated. | <input type="checkbox"/> You call fans of your team during big events to analyze the action and find out where the coach lives in case the ultimate atomic option is called for. |
| <input type="checkbox"/> You talk to some people only because you share team affiliations. | <input type="checkbox"/> You have trouble watching your team with non serious fans of your team. | |
| <input type="checkbox"/> You can relate what your teams players are currently doing in retirement. | <input type="checkbox"/> You don't appear in public after a big screw up by your team in a big game. | |
| <input type="checkbox"/> If you are under forty, you are on one or more fantasy teams. | <input type="checkbox"/> When your team is eliminated from contention, you still watch, but part of you dies. | |
| <input type="checkbox"/> You watch games that do not even involve your team. | <input type="checkbox"/> You wonder about people who don't have a team. | |
| <input type="checkbox"/> You watch sports TV and listen to sports radio. | | |

There are other afflictions men may have that are as bad or worse, but these two together or separately can really eat up some valuable time, money and sanity.

—Tim Cleary (FCA #10157)
Gig Harbor, Washington

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sectreas@goldengatefalcons.com, or
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1960s Answers *(from page 7)*

1. Harper Lee
2. Sound of Music
3. James Earl Ray
4. Joseph Heller
5. 1963 by Western Electric
6. The Game of Life
7. Tokyo, Japan
8. Ralph Nader
9. Spacewar! space combat game
10. March, 1960
11. Star Trek
12. The Beatles / The Supremes

Thank you to the hosting chapters, the hardworking volunteers, and all the attendees at our 2016 FCA Nationals. It was a great time with great friends, fun activities, terrific food, and lots full of beautiful Falcons.



You Ask...We Try To Answer

Q.

In the four and a half years I have been a member of FCA, I have never seen a detailed article on a "hot rod six."

A.

Bob Gardner sent us this article about his own 1962 Ranchero "hot rod six."

Six cylinder engines have been modified for racing and street performance since before the V-8 muscle cars of the 1960s, and are still modified today by inliners clubs and nostalgia racers.

One issue featured Bill Honor's 1968 Modified Australian Falcon XT. The article mentioned that the Falcon included "a built-up six cylinder engine," but there were no details on the engine build and no photos of the engine.

My 1962 Falcon

Ranchero was originally equipped with a 170 six cylinder engine and a "three on the tree" three-speed manual transmission. By the time I purchased it in 2011, the 170 had been swapped for a 200 and the three-speed for a C4 automatic. The Ranchero also had significant rust issues, especially with the floor pan, and the previous owner had removed the factory fuel tank and filled in the filler opening in search of the "clean look". Bucket seats from a Mustang had been installed inside.

I wanted to improve the performance of the Ranchero without totally altering it's character, so I opted for a "hot rod six" engine build up rather than the traditional V-8 engine swap. Starting with a 250 from a 1974 Maverick, I trimmed the core support to move the radiator forward and made custom motor mounts from quarter inch plate steel to fit the 250 into the Ranchero's engine bay. The 250 is solidly built, with ARP main studs, connecting rods from a Ford 300 six cylinder engine, ARP rod bolts, and custom forged pistons that result in near zero deck height. A long-duration, high lift Clay Smith hydraulic cam has been installed with custom Smith Bros pushrods and adjustable rocker arms, but what really wakes



this engine up is the large-port, large-valve, high-flow aluminum cylinder head from Classic Inlines (also called Ford Six Performance, headquartered in Mesa, Arizona). The aluminum head allows a removable intake manifold to be used, and the intake manifold can accept two barrel or four barrel Holley or Motorcraft carburetors, as well as Weber carbs, and even includes cast-in bosses for fuel or nitrous oxide

injection. I'm running a Holley 500 CFM two barrel carb commonly used for circle track racing. An Optima battery, DuraSpark electronic distributor, MSD ignition controller, PowerMaster one wire alternator, PowerMaster mini-starter, and stainless steel headers complete the 250. The engine has been dynoed multiple times and produces about 200 horsepower at the flywheel, about the same as a two barrel-equipped 260 or 289, at a much lower weight and with higher fuel economy.

Because of the long-duration cam, a TCI high stall speed torque converter was needed to restore idle quality. Other than that, with a rebuild the C-4 is more than capable of transmitting the torque from the 250. The seven and a quarter inch, four lug rear end has been replaced with an eight inch, five lug rear end, which gives the Ranchero larger drum brakes. The original three leaf rear springs have been replaced with stiffer five leaf springs, and Competition Engineering rear shocks launch the car properly. Up front, the original four lug drum brakes have been replaced with five lug disc brakes,

If you have a question for our Tech Guys, email our Head Tech Advisor Bruce Wolfe at afutura@verizon.net.



and the single chamber "fruit jar" master cylinder will be replaced with a dual chamber master cylinder in the immediate future. True dual exhaust with a "X" crossover pipe and FlowMaster Series 40 mufflers give the Ranchero a distinctive exhaust note. 15" Centerline wheels and BF Goodrich Radial T/A tires complete the chassis.

Within the cabin, the rusty floor pan was replaced with a new one, then FatMat sound insulation was added before installing new carpet. The Mustang bucket seats were removed in favor of an original-style bench seat from another '62 Ranchero, which was recovered in Rangoon Red to match the new carpet and door panels. Most of the wiring in the Ranchero has been replaced by modern wiring, including a wiring panel with blade-style fuses and a small aluminum panel with toggle switches. An under-dash set of Auto Meter gauges monitor oil pressure, water temperature, electrical voltage, and the air to fuel mixture. A Custom Autosound stereo has a retro look, but in conjunction with a dual voice coil speaker in the center of the dash, kick panel speakers, and a 12" subwoofer behind the seat, produces modern sound quality.

Out back, a spun aluminum, street rod style fuel tank has been installed in the bed, and the bed coated with DupliColor truck bed coating, protected by a full footprint rubber mat.

Although the Ranchero has certainly come a long way in the four years since I have owned her, she's still far from finished. A Tremec T-5 transmission will optimize the torque band and RPM range of the 250, while giving me a deep first gear and also a deep overdrive. The trim pieces around the bed and windshield need to be replaced or reconditioned; they are quite hard to find. My last planned upgrade will be a high quality, two-tone red and black paint job.

—Bob Gardner (FCA#14561)
Houston, Texas

Photos were taken at a February 2016 car show in Cypress, Texas.



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Falcon Club of America Position Available Treasurer

Our club is in need of a volunteer to fill the position of Treasurer. We are searching for someone with a background in either bookkeeping, accounting, or banking and that has experience in the use of computer based software to do this work for the club.

Currently we are using Quicken® software, but are interested in updating to something newer and would want the new Treasurer's input as to what might be options to use.

Basic responsibilities are, but not limited to, the following:

- 1) Payment of monthly bills for expenses, services, fees, etc.
- 2) Payment of annual bills for expenses at National Convention.
- 3) Preparation of quarterly report for the President, Vice President, and Board.
- 4) Preparation of annual report for Officers and the Club at National Convention.
- 5) Preparation of club books for review by Audit Committee at National Convention.
- 6) Presentation of club books and annual report data at National Meetings as required.
- 7) Monitoring billing from all sources & reporting any sign of significant changes.
- 8) Interface regularly with Membership Secretary and Club Store Managers.
- 9) Interface as required with CPA tax firm for them to issue 1099s and prepare taxes.

Please feel free to contact FCA President, Vice President, or our current Treasurer if you are interested and have any questions.

THE FALCON CLUB STORE

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COVER FALCON



This car began its life at Don Seelye Ford in Kalamazoo, Michigan. When we caught up with it, it had made its way to Paris, Tennessee. My wife and I were staying with our daughter and husband in Las Vegas and were looking for a nice car that was both useful to us for traveling and big enough for our dog who needed a nice back seat. We found it on eBay, flew to Tennessee along with my service dog BD and bought it.

We drove via the Natchez Trace Parkway to Houston to visit relatives, but while we were there the car developed transmission problems. It seemed unwilling to move forward without warming up first. We were eventually able to persevere, complete our journey to Las Vegas and start on the restoration.

My son-in-law was a mechanic and body man which made the restoration easier. Bit by bit the car began to take shape. The leaking gas tank was the most troubling. Seems there are no replacement tanks available, and the ones you can use, you have to install them "upside down," which creates a nightmare for the inlet. We had to go to a muffler shop to have an inlet pipe made special.

The paint is called Fireball Red Metallic. The front seat is from a Chevrolet Nova; it has a fold down arm rest which is very handy. It was re-upholstered and a new headliner was installed. The front windshield and gasket were replaced along with the rubber gaskets for the rear side windows.

Once we had the car ready, it had to be driven to Long Beach for shipping. Driving the car on the major highways was a challenge. Here I am going 55 mph while the rest of the traffic sped by me at 75. But everyone honked and waved and gave me plenty of room. I was glad to get back to the quiet traffic of the Big Island of Hawaii. It's as if car people are car people no matter where you go. I get both locals and tourists saying how "their family use to have one" or "a relative of theirs use to haul all the neighborhood kids around to Little League practice." The car always brings a smile to everyone's face.

Mahalo for listening to my story.

—Joseph Demoruelle (FCA #14018)
Na'ahelu, Hawaii

Joseph Demourelle's 1965 Falcon Station Wagon



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Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly. No phone calls or faxes are accepted for ads. Ads must be received by the 20th of the month, two months before publication month (For example, May 20 is the deadline for the July issue).

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad.

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Ads and photos may be sent by email to fca.editor@yahoo.com.

Ads and photos sent by mail and payments may be sent to: Janet Wilkerson, FCA Editor
22806 Bradford Ln. Ct., Blue Springs, MO 64015

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INDEX OF ADVERTISERS

Auto Krafters, Broadway, VA	7	Mac's Antique Auto Parts, NY	11
Classified Advertising	14	Member Advertising	30
Dennis Carpenter Reproduction, NC	13	Obsolete Ford, Nashville, GA	11
Falcon Club Store	27	Obsolete and Classic Auto Parts, OKC	21
J.C. Taylor Antique Auto Insurance, PA	6	Shine! On Me, CA	30



An “Inside” look into the 2016 Nationals